United Nations A/60/699

General Assembly

Distr.: General
27 February 2006

Original: English

Sixtieth session
Agenda item 136
Administrative and budgetary aspects of the financing of the United Nations peacekeeping operations

Cost-benefit analysis on the issue of the transfer of vehicles with high mileage to the United Nations Logistics Base at Brindisi, Italy, to other missions and to upcoming United Nations peacekeeping operations

Report of the Secretary-General

Summary

The present report provides information on the transfer of vehicles with high mileage to the United Nations Logistics Base at Brindisi, Italy, and to other peacekeeping missions based on the operational requirements of the upcoming missions and the roadworthiness of the vehicles. The General Assembly is requested to take note of the report.

06-25546 (E) 080306

I. Background

1. The present report is submitted pursuant to section XX, paragraph 1, of General Assembly resolution 59/296 of 22 June 2005, wherein the Assembly requested the Secretary-General to provide it with a cost-benefit analysis on the issue of the transfer of vehicles with high mileage to the United Nations Logistics Base at Brindisi, Italy, to other missions and to upcoming missions, taking into account the cost of freight, and to report thereon to the Assembly at its sixtieth session.

II. Current procedures

2. Financial regulation 5.14 (a)[1] promulgates the following: "Equipment in good condition that conforms to established standardization or is considered compatible with existing equipment will be redeployed to other peacekeeping operations or will be placed in reserve to form start-up kits for use by future missions". Following this regulation, the Department of Peacekeeping Operations limits the transfer to the United Nations Logistics Base at Brindisi, Italy, of transportation assets that have high value, and long-life items such as engineering equipment, airfield support equipment, fire fighting equipment, heavy trucks, and mine-protected and armoured vehicles. These vehicles are refurbished at the Logistics Base and transferred to other field operations at no cost to the receiving missions. Transfer of light vehicles is undertaken on an exceptional basis in order to meet those immediate operational requirements that cannot be met from strategic deployment stocks or that cannot be met owing to procurement lead times.

III. Transfer of used light vehicles to peacekeeping missions

3. In 2004, there had been established four peacekeeping operations, namely, the United Nations Operation in Côte d'Ivoire (ONUCI), the United Nations Stabilization Mission in Haiti (MINUSTAH), the United Nations Operation in Burundi (ONUB) and the United Nations Advance Mission in the Sudan (UNAMIS), besides the planned expansion of the United Nations Organization Mission in the Democratic Republic of the Congo. The Secretariat was tasked to have new missions operational within 90 days of the adoption of the respective Security Council resolutions. During that period, the holdings of 4x4 vehicles in the strategic deployment stocks were depleted owing to start-up of the United Nations Mission in Liberia and replenishments had not yet been delivered. Under the circumstances, the Department of Peacekeeping Operations, as an exceptional measure, decided to transfer light vehicles from liquidating/downsizing missions.

4. *Transfer of 150 used light 4x4 vehicles from the United Nations Interim Administration Mission in Kosovo (UNMIK) to the United Nations Operation in Côte d'Ivoire.* Owing to the developing political situation, it was imperative that the United Nations Operation in Côte d'Ivoire take over quickly from the Economic Community of West African States Mission in Côte d'Ivoire. To support such a concept, it was essential to rapidly deploy vehicles so as to achieve the desired

[1] See ST/SGB/2003/7.

objective. To meet the operational requirement of the United Nations Operation in Côte d'Ivoire, the Department of Peacekeeping Operations pursued the option of renting one hundred and fifty 4x4 vehicles in the mission area. However, it was determined that the requirement could not be met by the local market, which even demanded an exorbitant daily rate for the limited number of vehicles available. It should also be noted that the integration of such rented vehicles would have been expensive, as this would have involved painting them in United Nations colours and equipping them with United Nations communications equipment.

5. As the United Nations Interim Administration Mission in Kosovo was downsizing at that time, a number of serviceable vehicles, including some high-mileage but roadworthy ones, were available as surplus for the requirement. To meet the urgent operational requirements of the United Nations Operation in Côte d'Ivoire, as described above, it was decided to transfer the identified surplus 4x4 vehicles from the United Nations Interim Administration Mission in Kosovo as a stopgap measure until the regular mission vehicles arrived through normal procurement. The intervening period would allow useful exploitation of the residual life of the transferred vehicles and would also afford a cost-effective solution to meeting the urgent operational needs in the United Nations Operation in Côte d'Ivoire. This plan was successfully executed, achieving overall operational sufficiency and cost-effectiveness.

6. *Transfer of 20 light 4x4 vehicles from the United Nations Verification Mission in Guatemala (MINUGUA) to the United Nations Stabilization Mission in Haiti.* The circumstances that prompted the transfer of these vehicles were similar to those in the United Nations Operation in Côte d'Ivoire. The local market conditions in Haiti were similar to those in Côte d'Ivoire. The strategic deployment stock of light 4x4 vehicles had been depleted and the operational requirements of the United Nations Stabilization Mission in Haiti were immediate and critical. As part of a catalogue of capital equipment that was shipped to the United Nations Stabilization Mission in Haiti, it had been deemed operationally and financially prudent to include 20 used vehicles from the United Nations Verification Mission in Guatemala. These vehicles were in good mechanical condition and with a residual life of from one to two years.

IV. Recommendation

7. The Department of Peacekeeping Operations will continue to review the transfer of high-mileage 4x4 vehicles to new and expanding missions, as exceptions and on case-by-case basis, keeping in view the operational needs, the condition of vehicles and the cost-effectiveness of such shipments.

V. Action to be taken by the General Assembly

8. The General Assembly is requested to take note of the report of the Secretary-General on the deployment of high-mileage light vehicles to new or expanding missions.